

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	TO SAIL
KUDAT and SANDAKAN.....	"BORNEO" Capt. F. Sembill	TUESDAY, 3 P.M., 26th May.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN.....	"BULOW" Capt. H. Förmes	WEDNESDAY, Noon, 3rd June.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.....	"KLEIST" Capt. R. Meyer	About WEDNESDAY, 3rd June.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY and MEL- BOURNE.....	"MANILA" Capt. Minsten	THURSDAY, 5 P.M., 18th June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 22nd May, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA...TONKIN.....	Charbonnel.....	25th May, afternoon.	
MARSEILLES, VIA PORTS.....	YARRA.....	Sellier.....	26th May, 1 P.M.
SHANGHAI, KOBE, YOKOHAMA...POLYNESIEN.....	Broc.....	8th June, P.M.	
MARSEILLES, VIA PORTS.....	ERNEST SIMONS.....	Girard.....	9th June, at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia ; Colombo for Calcutta, Bombay and Australia ; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets : London via Paris from £27.10 up to £71.10 — 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

Transshipment on the Co's Steamers at Singapore for Batavia, Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 12th May, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALlice, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA, GENOA TO HONGKONG IN 30 DAYS.

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT TO OVERLAND..... VIA VANCOUVER.

PASSENGERS TO OVERLAND AND EUROPE..... VIA VANCOUVER.

YOKOHAMA—VANCOUVER..... 15 DAYS.

LONDON AND PARIS..... 20

Homeward: MEXICO, RIVER PLATA, BRAZIL, LA PALlice, LIVERPOOL, VIA MAGELLAN STRAITS.

Proposed Sailings:

AMIRAL MAGOM..... 4th June.	MALTE..... 12th Oct.
AMIRAL EXELMANS..... 25th July.	CEYLAN..... 26th Nov.
OUSSANT..... 27th Aug.	CORSE..... 11th Jan.

No passengers. * Intermediate class and rates of passage.

New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 8th May, 1908.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamship

"LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These Steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE, AGENTS.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

Hongkong, 22nd May, 1908.

Intimation

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood; Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Bontts, A. 1, and Watkins.

Yokohama, May 23rd, 1908.

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected or about	Will leave for	On or about
TJILATJAP...	JAVA	Second half May	SHANGHAI	Second half May
TJIPANAS...	AMOI	Second half May	JAVA	Second half May
TJIBODAS...	JAVA	First half June	JAPAN	First half June
TJIKINI...	JAPAN	First half June	JAVA	First half June
TJIMAH...	JAVA	Second half June	SHANGHAI	Second half June
TJILIWONG...	JAVA	Second half June	JAPAN	Second half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor.

Hongkong, 19th May, 1908.

MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents: Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO., Agents.

Hongkong, 28th March, 1908.

Intimation

IMPERIAL BREWING COMPANY,

LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.

General Agents.

Hongkong, 22nd May, 1908.

A WALKING ENGINE

NEW MILITARY MACHINE.
GUNS INTO ACTION.

The British military authorities have been testing at Aldershot a military traction engine of extraordinary appearance, and so it is claimed for it, of wonderful power. (A young South African engineer (Mr. Henry George De Trafford Wright) is the inventor of this unique contrivance in the history of the art of war, which is described in the British papers as grotesque in shape and gigantic in form.

The value of the machine to the Army lies in its power of traversing the roughest ground with ease and safety at high speed, and in its enormous power development, which enables it to drag heavy guns into position.

The final and conclusive tests of Mr. Wright's engine were carried out a couple of months ago in the Long Valley, Aldershot, when it performed several wonderful feats. It climbed hills at a gradient which would have proved too much for the ordinary traction engine, finally reaching a position on the crest in which disaster seemed inevitable. It crossed a deep ditch five or six feet in width, and manoeuvred with ease in its own length.

CATERPILLAR NO. 1.
It has been impossible to keep so huge a machine altogether from the view of the soldiers at Aldershot. Obedient to strict orders, they have kept away from it, but viewing the marvel from afar, they have christened it "Caterpillar No. 1."

They have had other and good reasons for keeping at a respectful distance from the monster. Not only does it travel at nearly 40 miles an hour over rough ground, which causes it to pitch and toss like a mac-o-war in a heavy sea; but its inventor occasionally tests its remarkable power of turning on one of its wheels at top speed as on a pivot, and the spectacle of the armour-plated "Caterpillar" taking a sudden jump at an angle of 90 degrees to the line of its apparent route is sufficiently terrifying to the uninitiated to keep them from coming too near.

There are three remarkable features in this new land monster which call for special note—

(1) It has an internal combustion engine, developing the equivalent of 400 h.p.

(2) It has a special gear which transmits the power of the pistons to the wheels with less loss than in the ordinary traction engine, locomotive engine, or motorcar. This is the great secret of the special power of the engine.

(3) Its eight wheels run in two endless bands studded with 32 feet. This is the secret of the ease with which it climbs hills and traverses hitherto impassable obstacles.

TERRIFYING EXPERIENCE.

In all, the machine weighs nearly 30 tons. The popularity of its appearance arises from the high, prow-like stem, resembling a steel lighter or barge on the Thames, surmounted by a business-like funnel; its caterpillar-like belts with the 32 feet; and its high cab, from which the running and steering of the engine are controlled.

A ride in the cab is an exciting experience. There is barely room for two men on the steel platform, 8 ft. from the ground. One man holds the starting and stopping levers, the other the steering wheels. The monster starts easily, with a purring sound. It is remarkable how little noise it makes even at top speed. Over the sand at Aldershot it "walks" with deliberate ease, each great foot, 18 in square, pressing downwards upon the soft soil.

Disregarding the track, Mr. Wright puts his machine deliberately at a hill covered with tussocks of grass. The swaying motion, backwards and forwards, which has been felt already, becomes accentuated. The driver grips his handles more tightly as his charge steps up the hill and over the inequalities of the ground.

At the crest a thrilling moment follows. Half the bulk is poised in mid-air. Should the crest be very steep, the whole of the monster may be balanced on two hind feet instead of on the eight normally on the ground. Then it comes down again, deliberately or swiftly according to the speed, and begins to "walk" down the other side.

SIX YEARS IN BUILDING.

Soldiers who have been in the cab have descended with alacrity, but the inventor looks upon the machine as exceedingly stable and, in his own words, docile. He cheerfully performs the walking movement, already mentioned, locking the wheels on one side with a turn of a wheel, and letting the extra momentum of the other wheels send his monster round on the pivot thus formed.

The whole idea came to Mr. Wright when he saw the unwieldy traction engines sent out to South Africa to pull our heavy guns up the kopjes. Any number of these got stuck, and were lost. Beginning to experiment six years ago, Mr. Wright gradually built the machine now being tried at Aldershot. It has cost him and his father a fortune, and almost every part has been through his hands. If the War Office buys the monster, it will probably be sent to India or Egypt, and others will be made.

Dentistry.

DR. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

35, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 14th April, 1908.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 14th May, 1908.

Consignees

FROM EUROPE.

THE H.A.L. Steamship

"ANDALUSIA" 09

Captain Block, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 19th May, 1908.NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 19th of May, at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th of May, at 9.30 A.M.

All claims must reach us before the 10th of May, 1908, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.
Hongkong, 20th May, 1908.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 22nd inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 20th May, 1908.

AMENDED.

THE "SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship

"CARDIGANSHIRE."

Captain Tyers, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 26th inst., at 1 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 22nd May, 1908.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th prox., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 16th May, 1908.

Intimation.

POWELL'S
GENTLEMEN'S
DEPARTMENT,
28, QUEEN'S ROAD.

**NEW
GOODS**

LIGHT-WEIGHT
**ZEPHYR
SHIRTS,**
\$20 half-dozen.

THIN
SINGLET,
from \$11.50 dozen.

LISLE THREAD
AND
SILK-PLATED
SOCKS,
Exclusive Designs
and Colourings.

THIN CEYLON
AND
SILK & WOOL
PYJAMAS.

INDIAN PITH
HELMETS,
from \$4.00 each,
Good quality.

A.S.A.
**SWIMMING
COSTUMES.**

**BATHING
SUITS,**
One and two-piece.

POWELL'S
28, Queen's Road,
HONGKONG.
May 22, 1908.

Public Company

A. S. WATSON & CO., LIMITED.

NOTICE is hereby given that the TWENTY-THIRD ANNUAL ORDINARY GENERAL MEETING of the COMPANY (since its Registration) will be held at the Office of the Company in Alexandra Buildings, on SATURDAY, the 30th instant, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1907.

The REGISTER OF SHARES will be CLOSED from MONDAY, the 25th inst., to MONDAY, the 1st June (both days inclusive), during which period no Transfer of Shares will be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 20th May, 1908. [518]

Notice of Firm

INTERNATIONAL SLEEPING CAR
and
EXPRESS TRAINS GO
(THE
GREAT TRANS-SIBERIAN ROUTE
TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & CO.
Agents.
Hongkong, 21st July 1907. [47]

Intimations.

A. CHAZALON & CO.,
6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English preserves just to hand:—

TRUFFLED SAUSAGE,
BREAKFAST BACON,
CULF'S HEAD & HAM,
PEAS & HAM,
PORK, MUTTON & VEAL CUTLETS,
CHICKEN & HAM,
VEAL & GAME PATES,
MUTTON & CHICKEN CURRY,
ASSORTED S. UPS,
FRENCH JAM &
FRUITS IN SYRUP, &c.

Hongkong, 8th May, 1908. [53]

FABST BREWING COMPANY,
MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY
SIEMSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.
Hongkong, 20th July, 1907. [55]

TYPEWRITERS

FOR SALE, REPAIR AND HIRE.
PRICE VERY CHEAP.

NEW BICYCLES
(HUMBER)
\$100 each
Repair Undertaken.

MOTOR LAUNCHES
FOR HIRE
from \$2 per hour.

SOLE AGENT FOR
THE
FAMOUS HUMBER
CYCLES.

DRAGON CYCLE
DEPOT.
NOTE NEW ADDRESS:
33 & 35 DES VOUX ROAD.
Hongkong, 14th May, 1908. [56]

THE ABORIGINES OF SUNGEI UJONG.

The *Perak Pioneer* has the following review of a paper on the aborigines of Sungei Ujong, by Mr. Knocker, Curator of the Malay Museum:—The subject has more than a passing interest for residents in this part of the world, and is rendered all the more interesting by the fact that it has been treated by the Curator of our own Museum, Mr. Knocker, whose good solid work in the field of scientific investigation we are all acquainted with from actual experience. That Mr. Knocker is there is perhaps no one better qualified to speak or write on this subject. His long experience of and close acquaintance with these aborigines of Sungei Ujong, entitled him to the distinction of an authority, and not only has he dealt with the subject in characteristically exhaustive fashion, but he has contrived to couch his remarks in such a way that they must prove to be of no less interest to the man in the street than satisfying to the inquiring scientific mind.

Sungei Ujong, it is hardly necessary to remark, is one of the original pine States which constitute the Negri Sembilan, and it is in the uplands of that State that these aborigines have their places of abode. Mr. Knocker points out that they are distinct from the Sakais, of whom so much has been written, and that they apparently comprise TWO DISTINCT RACES, which, however, closely resemble one another, and are popularly known as Orang Bukit. They have a language of their own but also use an adaptation of Malay. They do not trace their history further back than the days when they were hunted and persecuted by the Malays, who played great havoc among them.

Mr. Knocker describes these aborigines as being in stature short but well and proportionately built, with black thick hair, straight for about one inch from the roots and graduating to short curls at the end. Sometimes the head is shaved. The women dress their hair similarly to the Malay women. In the men the face is angularly wedge-shaped, but in the women this angularity is not so pronounced. Their gait is a short, quick step, and they climb trees by catching hold of the trunk with both hands, throwing the body out and walking up it, as it were. They are described as wonderfully bright intellectually, independent, and with a keen sense of wit, a pronounced love of peace and seclusion. The Orang Bukit is born, arrives at man's estate, is married and eventually dies without any ceremony or rite to mark any of these events. They LIVE UNTRAMMELED by self-made laws or rules. In the matter of dress, the men wear a variety of garb, although the jungle costume is still a loin cloth, while the women copy the Malay style in that respect as well as in that of personal adornments. Their habitations are of a varied character: in some cases extremely primitive and in others copied from the Malay style. Their food consists principally of rice and the root of the tapioca. Birds, monkeys and other animals are roasted by just being thrown on the barbeque. The favourite weapon is the blow-pipe, but they also use parangs, whilst obsolete guns can be seen in many of the camps. They have various musical instruments, both flutes and strings as well as a Jew's harp, similar to that of the Malays.

Such is a brief résumé of Mr. Knocker's valuable paper, which is rendered all the more valuable and interesting by a short vocabulary of the language, a table of measurements, and some very fine photographic plates of the original types. Mr. Knocker is to be heartily congratulated on the excellence of his compilation.

Hongkong, 8th May, 1908. [53]

CRESUS AND SPORTSMAN.

ANOTHER NOTABILITY OF THE JOCKEY CLUB.

For a man born to great wealth it is comparatively easy to be successful nowadays, given average ability and application; but Mr. Leopold de Rothschild would probably have been successful even if born to no wealth at all. In addition to financial ability he has that great gift of being all things to all men, which many aspire to but few possess. "Mr. Leo," as he is generally called on the Turf, has a large and very well appointed stud farm at Leighton, Passengers on the L. & N. W. Railway, as they pass, can admire not only his brood mares and yearlings but also his beautiful black Angus cattle, as many of the paddocks lie along the line of that railway for over half a mile.

BRED THE GREAT ST. FRUSQUIN. A very successful stud it has been in the past, for among a host of other good winners was not the great St. Frusquin bred there? St. Frusquin did not win the Derby because he was unfortunate enough to meet an even better horse than himself in Persimmon, who defeated him by a few inches.

To make up for that disappointment, however, "Mr. Leo" was, in my opinion, lucky to win the Derby another year with a horse, not only far inferior to St. Frusquin, but also to the animal he actually beat in the race—John-o'-Gaunt. I refer to St. Amant, and shall always believe he was lucky to beat John-o'-Gaunt.

Who will ever forget that Derby, with its downpour of rain, its thunder and lightning? Though one often sees as bad or even worse in the Tropics, one does not often see such storms in temperate zones. No doubt some of the horses were cowed by the storm or would not face the rain.

ST. AMANT'S DERBY. St. Amant, who was a horse of moods, was in blinkers and, they say, had his ears stuffed with cotton-wool. Anyhow, when the gate went up he jumped off as he never jumped off before; possibly the storm that cowed the others merely frightened him, and by the time they had reached the top of the hill he had established a long lead. The storm was blinding, and one could barely see the colors

of a friend of mine exclaimed, "Why does not George Thurstby lie up?" I made the by no means original remark that he could not lie up without his horse, as, in spite of the downpour, I could see Mr. Thurstby driving his horse for all he was worth. Down the hill came St. Amant as if pursued by the foul Fiend, and after him came John-o'-Gaunt, but a long way behind. In the straight for the first time John-o'-Gaunt caught hold of his bit and made up a lot of ground, but his effort was too late and St. Amant won easily. No one was to blame but the elements; still, I shall always firmly believe that the best horse of the two was the second.

SPILT HIS SILK HAT. Mr. Rothschild, who was as excited as a boy, rushed out into the pouring rain without umbrella, or overcoat to lead his horse in, and in a few minutes his silk hat and black coat were wet through; but he paid no attention to that. Directly the "All right" was shouted, and while everyone was pressing round to congratulate him, he tore himself away to send a telegram announcing his success to his sons. So ended St. Amant's Derby. He never showed the same form again.

Since then Mr. Rothschild's stud has not been quite as successful as usual, though this year he bred a very useful and game colt in Quipart, and of course Radium is a real good horse when caught at his best.

Once when a friend of mine was lamenting the failure of his horses to win races, Mr. Rothschild kindly remarked: "Apples will grow on the trees again"; and, curiously enough, apples did start growing on the trees again very shortly in the way Mr. Rothschild meant, as my friend's horses started winning again. Now I don't mean to suggest that apples have ever ceased to grow on the trees at the Southcourt Stud, but I will wish that larger and more numerous apples may grow there than have done so for the last year or two. Another St. Frusquin would do; he would win nine Derbies out of ten.—*London Sketches.*

Intimations.

BANK HOLIDAY.

IN accordance with Government Notification No. 359 the EXCHANGE BANKS will be CLOSED on MONDAY, the 25th inst., being the day appointed to celebrate VICTORIA DAY.

Hongkong, 20th May, 1908. [520]

"OLIVER" TYPEWRITER: No. 10224.

WILL the owner of this Machine kindly communicate with

"VERTEX,"
C/o Hongkong Telegraph.
Hongkong, 7th May, 1908. [483]

THE
FINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & CO.
General Managers.
Hongkong, 19th March, 1908. [48]

JAPANESE MASSAGE.

F. KAWASAKI.

GRADUATE OF KOBE MASSAGE
SCHOOL,
No. 30c, PRAYA EAST, WANCHAI,
HONGKONG,
Telephone 564.

EFFECTIVE TREATMENT
OF
BERI-BERI AND RHEUMATISM.

Attendance at Patients' Residence.
Hongkong, 2nd May, 1908. [379]

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) in which doctors give many names, but which is of them and is understood. It is simply weakness—broken-down, as it were, of the vital forces that sustain the system. No matter what may be the causes (for they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, loss of appetite, nervousness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential for all conditions and conditions, is the vitality, strength and energy.

THE NEW FRENCH REMEDY
THERAPION NO. 3
This is a condition (or disease) in which doctors give many names, but which is of them and is understood. It is simply weakness—broken-down, as it were, of the vital forces that sustain the system. No matter what may be the causes (for they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, loss of appetite, nervousness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential for all conditions and conditions, is the vitality, strength and energy.

THE THERAPION LAMP OF LIFE
This is a condition (or disease) in which doctors give many names, but which is of them and is understood. It is simply weakness—broken-down, as it were, of the vital forces that sustain the system. No matter what may be the causes (for they are almost numberless), its symptoms are much the same: the more prominent being sleeplessness, loss of appetite, nervousness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential for all conditions and conditions, is the vitality, strength and energy.

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Intimation.

SAINT-RAPHAEL
TONIC, RESTORATIVE, DIGESTIVE WINE.
Very palatable.
Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.
DOSE: One wine-glass after the two principal meals.
Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:—
(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS;
(2) A METAL SEAL ADVERTISING CLETEAS.
is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).
J.L.D.B. 308 MACAEE 31 & 32, doag 1013.

Auctions.

PUBLIC AUCTION.

THE Undersigned have been favoured with instructions to sell by PUBLIC AUCTION, ON
TUESDAY,
the 26th May, 1908, and on the following days,
ALL THE FURNITURE
within the residence of the late Mr. A. H. RENNIE,
"THE FIRM," Magazine Gap Road.
Sale to start at 2 P.M. each day.

VALUABLE HOUSEHOLD FURNITURE.

COMPRISING—
American-made Settees and Hatstand combined with Bevelled Glass, Silk-embroidered Wall Hangings, Bronze and Brass Ware, Tapestry and Plush-covered Sofas and Chairs, Morocco Leather-covered Sofas and Chairs, A large Assortment of Carved Blackwood Ware, Carved Rosewood Desk and Chairs, Bronze Figures with Electric Lights combined, American-made Extension Dining Table and Chairs, Cabinets, Plate Chest, Double and Single Iron Bedsteads with Wire and Hair Mattresses, Marble-top Washstands, Overmantels, Wardrobes with Bevelled Glass, Marble-top Bureau with Bevelled Glass, Glass, Crockery, E.P. and Silver Ware, Dinner Service, Carpet and Rugs, A number of Steel Engravings, &c., &c.

ALSO
One Large Clock by John Noble, One Gramophone and Records, One Full-sized English Billiard Table, by John Roberts with Accessories complete, One Iron Safe by Melians, One Lot of Books, A large quantity of Wines and Spirits, Stores, &c., &c.

On View from FRIDAY, the 22nd instant.
Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH.

Auctioneers.

PUBLIC AUCTION.

NOTICE.

OWING to Monday, the 25th May, having been declared a Public Holiday, the Sale of FURNITURE, within the residence of the late Mr. A. H. Rennie, will commence on TUESDAY, the 26th inst., at 2 p.m., instead of as previously advertised.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 21st May, 1908. [523]

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. PUNCHARD LOWTHER & Co., to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, On an early date in June, at H.M.'s Naval Yard Extension, A LARGE QUANTITY OF SURPLUS STORES, MATERIAL, PLANT, ROD IRON, &c.
Catalogues and further particulars will be issued.
On View from This Date.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 20th May, 1908. [521]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, ON
FRIDAY,
the 29th May 1908, at 5 P.M., The Yacht
"MARY and JOAN,"
Belonging to the Estate of the late Mr. A. H. RENNIE,
as she now lies off Ah Kio's Yard, Wanchai, together with all Sails, Tackle and Appurtenances, on Board.
TERMS:—As usual.
For further Particulars, apply to
HUGHES & HOUGH,
Auctioneers.
Hongkong, 21st May, 1908. [522]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.
Evening engagements for Dancers and Conductors.
Apply to—
E. J. LOPES,
C/o Hongkong Telegraph Office.
Hongkong, 19th March, 1908. [525]

To Let.

TO LET.

DOWN No. 34, DUDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 8th May, 1908. [492]

TO LET.

NOS. 4 and 8, LEIGHTON HILL ROAD.
Apply to—
HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,
No. 8, Queen's Road West.
Hongkong, 30th March, 1908. [126]

TO LET.

A HOUSE in KNOTSFORD TERRACE, Kowloon.
No. 3, CANTON VILLAS.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st April, 1908. [195]

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD CENTRAL, containing 6 Rooms and Servants' Quarters.
Apply to—
DAVID SASSOON & Co., LD.
Hongkong, 22nd May, 1908. [157]

TO LET.

OFFICE and ROOMS on the 1st and 2nd Floors of No. 11, Des Vieux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).
Apply to—
THE COMPTON & CO., LD.,
Jardine, Matheson & Co., LD.,
Cantonment Road Central.
Hongkong, 24th February, 1908. [188]

TO LET.

HATHERLEIGH, CONDUIT ROAD.
A HOUSE in RIFON TERRACE, OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16, DES VOUX ROAD next to the Hongkong Hotel. FLATS in MORETON TERRACE, OFFICES on 1st Floor, No. 2, CONNAUGHT ROAD, facing the Clock Ground.
No. 10, DES VOUX ROAD CENTRAL, 1st Floor.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 19th May, 1908. [196]

Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

OR

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Case - - - \$16.50

Watson's

D. SHERRY

SUPERIOR PALE DRY.

Per Dozen - - - \$19.50

A VERY FINE WINE, POPULAR THROUGHOUT THE FAR EAST.

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th April, 1908

[33]

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

MARRIAGE.

On Friday, May 15, 1908, at Shanghai, the Rev. SYDNEY GRANT, second son of the Rev. Joseph S. Adams, to GRACE HANNAH, third daughter of G. C. Wilson, Esq. of Shanghai.

The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 22, 1908.

The Opium Question.

PREJUDICED ACTION OF A PARTY.

REAL CHARACTER OF THE SITUATION.

It was only to be expected that one who has had his whole public career identified with the Straits Settlements and the Malay Protected States, who brought about the Federation of these States, and who has afterwards, as Governor of the Colony, directed the conjoint fortunes of the two allied territories should take the occasion to make head against the ignorant and prejudiced agitation in England against the excise basis of the important portion of the revenues of these two groups of territories, one British, and the other, happily for itself, not British. Sir Frank Swettenham, who of all men living has immeasurably the best claim, from long inside understanding, to speak both for the Colony and the Federated Malay States, has done not less than his manifest duty in declaring in the columns of the *Times* the real character of the situation endeavoured to be forced upon this Colony by the prejudiced action of a party which is incompetent to think of the Empire save as a field for the exploitation of these wrong-headed views which it is peculiar satisfaction to promote on every possible occasion. Sir Frank touches the spot when he expresses the

misgiving on the Equator from indulging in the sale of a sedative peculiarly suitable to the tropics, which neither to body or soul works a tithe of the harm that alcohol works to the people of temperate zones. The cynic observer is gratified to note that the House of Commons which accepted the Johnston-Taylor Resolution went perhaps thereafter off to dinner, and probably three-fourths of the members contemplated their good work over their claret, or whisky and soda, with coffee and a little liqueur brandy to finish with. There are various shades of dishonesty, but the shadiest is that which seeks to adorn the borders of its phylacteries at the expense of other people. They are of the crowd that Samuel Butler defaced to well when he spoke of those who

Compound for sins they are inclined to. By damning those they have no mind to. Sheeplike, not knowing what opium, and its merits, properly used in moderation, may be, the ignorant who make up the bulk of the House and of the British public, who love to be virtuous if it costs them nothing, and still more if it costs somebody else a good deal, follow the lead of the agitation, because it implies an attribution of merit even if unintelligible. Sir Frank Swettenham got home on the hypocritical very neatly to the title to his *Times* letter.

"OUR MORALS; OTHER PEOPLE'S MONEY." It does not appear that in his letter, for whose text we shall have to await the course of the mail, he elaborated that point. That has already been done, as we reminded our readers the other day, by Lord Morley of Blackburn, when he faced just the same sort of agitation in respect to the question of Indian opium production and revenue. "We cannot indulge our sense of righteousness at the expense of other people." And indeed when you come to think it out the vice of indulgence in the arrogation of a pseudo-righteousness which is acquired at the cost of others and at no cost of individual self-denial, is a good deal lower in the scale than undue indulgence in smoking tobacco, in eating, in uxoriousness, in drinking, or in opium smoking. Sir Frank proceeded to business by expressing his conviction, with which every sensible man who knows the conditions of this Colony and the infinite capacity of the Chinese for secret organisation will fully agree, that there is reason to doubt the feasibility to suppress by law the consumption of opium. Sir Frank is plainly right in saying that. So long as this Colony derives a revenue from the high rate charged for opium so long it can afford, through the machinery of the Farm, to maintain the present preventive system for the detection of smuggling. Those who know the static character are aware that even that service may be in some cases made the instrument for fostering smuggling. But that is inevitable. But with the vanishing of the Farm system, and the

ABANDONMENT OF REVENUE FROM OPIUM, and the consequent want of any motive for incurring expenditure on the check of smuggling, he would be a sad-dolt indeed who failed to see why the result would be. The Colony would have too much to do with a diminished revenue to maintain what would be a venal Asiatic department to hinder importation of a commodity from which it would derive no benefit. If the Resolution in the House had the remotest pretension to honesty we should have heard of some clause by which compensation for any local loss of Colonial revenue would be a matter of course provided. Vicarious virtue does not run to that in this case, even with the precedent of the abolition of West Indian slavery as a guide and precedent. The "dead-head" righteousness can only claim respect of the persons of the same kidney. When Sir Frank states that he fears that the interference with opium consumption would mean the replacing of that sedative by the stimulant of alcohol in some form or another, he merely gives expression to what is the universal belief of intelligent men. And that change would be followed with worse results, but how bad these may be can only be conjectured with, as a basis, the temperance of

THE LOWER CHINESE MASSES and the character of the dreadful law liquor imported here. Whereas the opium acts in mitigation of the Chinese temperament to the immense gain of the public peace and of the public safety, the alcohol will act towards the aggravation, and inflaming of that temperament, with what criminal results it is not difficult to imagine. A point Sir Frank Swettenham makes, assuming the loss of opium revenue, is one on which we have frequently insisted. That is the difficulty of raising new revenue. We have already insisted on the unchallengeable equity of the Chinese, who are the sole and altogether voluntary providers of the opium revenue, being required to provide whatever substitute revenue might be needed. There are various ways, from a carefully graduated capitation tax, varying according to assessment of dwellings inhabited, down to taxes on tea, tobacco, fireworks, and all articles of Chinese consumption. The Chinese may not like it, but they will have to square all that with the gentlemen who have negotiated for the disturbance of the present excise system. These gentlemen, if honest, will perhaps feel morally bound to use their influence, if any, to procure a regular annual Imperial grant of five million dollars or so to recoup the Colony for the excise revenue of which it may be dictatorially deprived. Sir Frank suggests the abandonment of the Military Contribution, but that would not be nearly enough to make up for the loss. We are sorry for the Chinese, but the heavy tax that is hanging over their heads is the mere wanton work of some of those who profess to be their friends. There is one point that has to be taken into account. What effect will the privation of opium have upon

THE LABOUR SUPPLY OF THIS COLONY, and of the Federated Malay States? Will coolies be the more ready to come here from China if they know this to be an opium prohibition country, or will they be less willing to come? If, even to a partial degree, this possible state of things will induce the coolies from Amoy and Swatow to prefer India to

Slam, Java, Borneo, and Sumatra, where there are opium regulations but no prohibition, then the prosperity of the Malay Peninsula may be very seriously implicated. It will certainly mean a rise of wages on a diminishing labour supply. And that will react through the whole of the conditions of living and range of prices in the Colony. We should greatly desire to hear that the Government will cause some inquiry to be made in this direction. In conclusion, we are glad to see that Sir Frank Swettenham is strong against

THE PRESUMPTION OF COLONEL SEELY in backing the Federated Malay States with the Colony. For economical and administrative reasons there has been established an assimilation of the services and departments. But that we urged many years ago, when it became obvious that it was inequitable to limit a man's departmental promotion to the narrow opportunities of the one State whose service he had originally joined. And we urged the grading of the services as in Burma and India with the transferability of every public servant from one State to another. The thing was perfectly feasible because in theory the civil servant did not serve the Sultan of any State, but was on the staff of the Resident. Beyond that outward appearance of assimilation, there is nothing else whatever to justify any dishonest pretence at tampering furiously with Treaties that are as binding to-day as on the day they were signed. We trust Sir Frank will insist on this, because no honest man can be a party to a fraud of this kind unless, as an unfortunate official of the Colonial Office, he must carry out improper instructions or resign the service. In such a case, his necessity, though it does not absolve him, excuses him. *Singapore Free Press.*

LOCAL AND GENERAL.

THE German mail of the 22nd April was delivered in London on the 21st inst.

YESTERDAY, the amah, who was charged with robbing her employer—Mr. Lau Kam Ching—compromised to Messrs. Loxley and Company—of \$600 worth of jewellery, and the coolie to whom she handed the valuables were convicted by Mr. J. H. Kemp. A sentence of six weeks' hard labour each was passed.

THIS morning, at the Police Court, the firm of Atank and Company were summoned by the Postmaster General for neglecting to notify the Post Office officials of the change in the time of the departure of their steamer, the *Shimbu Maru*. Mr. E. C. L. Lewis, assistant Postmaster General prosecuted. The defendants pleaded guilty to the charge. They were fined \$25 by Mr. J. H. Kemp.

A COOLIE named Yamada Kamematsu was at work on some cargo on the lower deck of the Austrian steamer *China* at Kobe on the 11th inst. when an Austrian seaman accused him of attempting to steal watches from the cargo. The coolie thereupon threw the Austrian down a hold. He was subsequently arrested, and the seaman sustained injuries which will require him to lay up for three weeks.

THERE were two gambling raids executed last night, some twenty-nine men being arrested. Acting Lance-sergeant Watt engineered the first raid at 45, Aberdeen Street, where he arrested fifteen men. The remaining fourteen were taken from 189, Des Voeux Road West, the latter raid being put through by Sergeant Aris. The accused were charged at the Police Court to-day, and the usual fines were imposed.

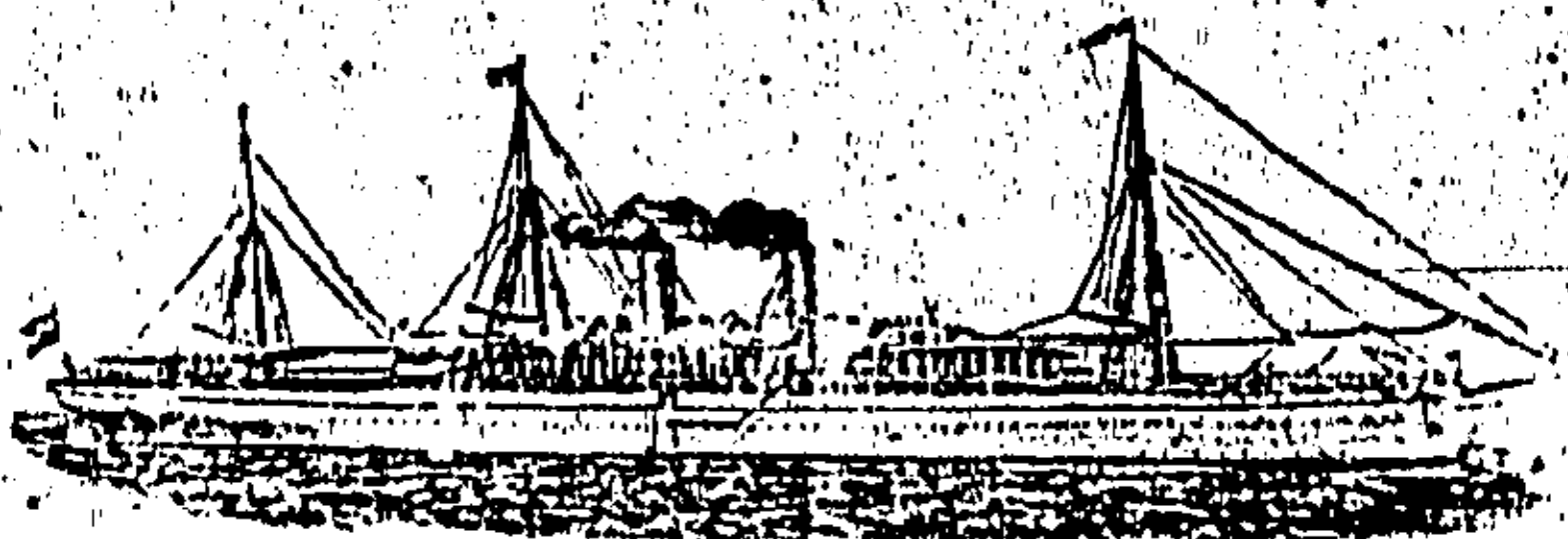
FIVE shopkeepers—Jim Kee, Siu Kee, On Fai, Yung Lam Kee and Kow Kee—carrying on business in the city, were prosecuted at the Police Court, this morning under the Trade Marks Ordinance. The complainant was Mr. A. R. Hassan. The charges against the defendants were that they, "on or about the 18th or 19th instant, exposed for sale certain tins of condensed milk which bore false trade marks." The cases were remanded.

A FRENCHMAN named Louis Jean Felix, who, it is alleged, had absconded from Indo-China, was arrested yesterday by the Water Police, on reaching port. The warrant on which the Frenchman was arrested charges him with forgery and embezzlement within the jurisdiction of French Indo-China. On this indictment he was arraigned before Mr. J. H. Kemp yesterday and remanded until the arrival of extradition papers from Indo-China; no particulars are available.

A FAREWELL dinner was given at the Kowloon Hotel last night by Captain John A. Hallberg, of the Norwegian steamer *Victoria*, to his host of German friends previous to his departure for Europe. Covers were laid for thirty guests. The dining room was very tastefully decorated for the occasion. A special menu was prepared, with the picture of the genial skipper on the cover. Dinner over the dining-room was cleared and dancing was carried on until a very late hour. The band of the 15th Rajputa was in attendance. Everything went off well, which speaks a lot for the proprietor of the Kowloon Hotel.

THIS morning (8th inst.) the Customs guards on board the s.s. *Anglia* made one of the biggest seizures of illicit opium that has ever been made afloat in Hongkong. They were down in the cargo hold, where one of them noticed that a portion of the wood work, which divided it from the fore hold had been cut away. Investigation revealed the fact that inside it were five bags containing no less than 253 ten-ounce tins of opium, worth at the Government rate, 177.0. Not only were the five bags of opium found but with them two of the crew, Ah Yee and Ah Hay, who had a long boatload in the fore hold, and a third, Ah Yee, who had been placed in the fore hold, and a fourth, Ah Yee, who had been placed in the fore hold, and a fifth, Ah Yee, who had been placed in the fore hold, and a sixth, Ah Yee, who had been placed in the fore hold, and a seventh, Ah Yee, who had been placed in the fore hold, and a eighth, Ah Yee, who had been placed in the fore hold, and a ninth, Ah Yee, who had been placed in the fore hold, and a tenth, Ah Yee, who had been placed in the fore hold, and a eleventh, Ah Yee, who had been placed in the fore hold, and a twelfth, Ah Yee, who had been placed in the fore hold, and a thirteenth, Ah Yee, who had been placed in the fore hold, and a fourteenth, Ah Yee, who had been placed in the fore hold, and a fifteenth, Ah Yee, who had been placed in the fore hold, and a sixteenth, Ah Yee, who had been placed in the fore hold, and a 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Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only line that maintains a regular schedule of under 12 days across the Pacific is the "Empress Line." Sailing 5 to 10 days Ocean Travel.
12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	Leave Hongkong	Arrive Vancouver
"EMPEROR OF INDIA".....6,000.....THURSDAY, June 4th.....June 22nd		
"EMPEROR OF JAPAN".....6,000.....SATURDAY, June 13th.....July 4th		
"EMPEROR OF CHINA".....6,000.....THURSDAY, June 18th.....July 17th		
"EMPEROR OF AUSTRALIA".....6,000.....SATURDAY, July 4th.....Aug. 4th		
"EMPEROR OF AFRICA".....6,000.....THURSDAY, July 15th.....Aug. 15th		
"EMPEROR OF AMERICA".....6,000.....SATURDAY, Aug. 8th.....Sept. 6th		
"EMPEROR OF EUROPE".....6,000.....THURSDAY, Aug. 14th.....Sept. 14th		
"EMPEROR OF ASIA".....6,000.....SATURDAY, Aug. 22nd.....Sept. 22nd		

The Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatine "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways, £40.
First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific or Great line.
R.M.S. "EMPEROR OF INDIA" carries "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.
Passengers booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
D. W. ORADDOCK, General Traffic Agent for China &c.,
Corner Pedder Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	Ship	On
TIENTSIN.....	"CHEONGSHING".....	TUESDAY, 26th May, Noon.
SHANGHAI.....	"HANGSANG".....	WEDNESDAY, 27th May, Noon.
SHANGHAI, YOKOHAMA, KORE.....	"FOOKSANG".....	WEDNESDAY, 27th May, Noon.
MANILA.....	"YUEVSANG".....	FRIDAY, 29th May, 4 P.M.
SINGAPORE, PENANG & CALOUTTA.....	"KUTSANG".....	SATURDAY, 30th May, 3 P.M.
MANILA.....	"LOONGSANG".....	FRIDAY, 5th June, 4 P.M.

The steamers Kutsang, Namsang and Fookang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Island 8:1) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and return at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.,
General Managers.
Telephone No. 61.
Hongkong, 22nd May, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI.....	"HANGCHOW".....	23rd May, 4 P.M.
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN.....	"HUICHOW".....	24th " 9 A.M.
MANILA.....	"TAMING".....	26th " 4 P.M.
HOIHOW & HAIPHONG.....	"SINGAN".....	27th " Daylight.
AMOY, CEBU & ILOILO.....	"KAIFONG".....	27th " 4 P.M.
NINGPO & SHANGHAI.....	"NIAPO".....	27th " "
MANILA, ZAMBOANGA, THURSDAY IS., COOKTOWN, CAIRNS, TOWN-SVILLE, BRISBANE, SYDNEY, MELBOURNE, with transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE & PERTH.....	"TAIYUAN".....	28th " "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon. AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australia, New Zealand and Tasmania Ports.
SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Reduced Saloon Fares, Single and Return, to Manila and Australia.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 22nd May, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and cabins—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	5540	Almond	MANILA.	SATURDAY, 23rd May, at Noon.
ZAFIRO.....	5540	R. Rodger	"	SATURDAY, 30th May, at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 16th May, 1908.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK.
(With Liberty to Call at the Malabar Coast).

Steamship..... To sail
"LOWTHER CASTLE"..... WEDNESDAY, 27th May, 5 P.M.
For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 22nd May, 1908.

Shipping—Steamers.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KORE AND YOKOHAMA.

THE Company's Steamship.

"TONKIN."
Captain Charbonnel, will be despatched for the above Ports on or about MONDAY, the 25th inst.
For Freight or Passage, apply to
P. NALIN,
Acting Agent.
Hongkong, 18th May, 1908.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship.

"EASTERN."
Captain McArthur, will be despatched at above on THURSDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 4th May, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA.

VIA
MOJI, KORE AND YOKOHAMA.

Steamer	Tons.	Captain	Sailing
Shawmut.....	9,606	Roberts	6th June, 1908.
Tremont.....	9,606	Garlick	1st July.
Sumner.....	6,232	Shotton	23rd July.
Kumher.....	6,232	Cowley	19th Aug.

CHEAP FARES, EXCELLENT ACCOMMODATION. ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

* Steerage Passengers only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 20th May, 1908.

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship.

"CARDIGANSHIRE"
will be despatched for the above Ports on or about the 22nd June, 1908.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 18th May, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

"KWONG TUNG".....Capt. W. WALKER.
"KWONG SAI".....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5:30 every evening, (Sunday excepted).

These Five New Steamers have unexcelled accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fans in First-Class Cabins.

Passage Fare—Single (Journey).....\$4.
Meals.....\$2.35 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHUI ON S.S. CO., LD.,
No. 4 Queen's Road West.

Hongkong, 2nd July, 1908.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, IORIS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA AND SOUTH AFRICAN PORTS.)

THE Steamship.

"DELTA."
Captain H. W. Snow, carrying His Majesty's Mails will be despatched from this for BOMBAY, &c., on SATURDAY, the 30th May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Victoria, 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Oceana, due in London on 12th July, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.
Hongkong, 16th May, 1908.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:
S.S. "GHAZEE"..... 6th June, 1908.

For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 20th May, 1908.

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net 5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.85 per Bag ex Factory.

SHEWAN TOMES & Co.,
General Managers.
Hongkong, 28th April, 1908.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of COLD STORAGE available at EAST POINT.

Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.
Hongkong, 22nd June, 1908.

LEE YEE HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE.
12, D'ARVILLE STREET,
HONGKONG.
Hongkong, 3rd September, 1907.

A WONDERFUL DISCOVERY.

This is the most important discovery of our age, and one which will revolutionize the medical world. It is a discovery which has been made by a Frenchman, and it is a discovery which will revolutionize the medical world. It is a discovery which has been made by a Frenchman, and it is a discovery which will revolutionize the medical world.

THERAPION.

This preparation is a powerful and effective remedy for all diseases of the blood, and it is a discovery which will revolutionize the medical world. It is a discovery which has been made by a Frenchman, and it is a discovery which will revolutionize the medical world.

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HONGKONG AVERAGE MARKET PRICES.

Corrected 16th May, 1908, per 5 Mins.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B..... 20
" Corned—Ham Ngau Yuk..... 19
" Roast—Shiu..... 20
" Breast—Ngau Lam..... 15
" Soup, Tong Yuk..... 15
" Steak—Ngau Yuk Pa..... 20
" Sirloin—Ngau Lau..... 28
" Sausages—Ngau Yuk Chung..... 26
" Bullock's Brains—" Kuow..... per set 10
" Tongue fresh—Ngau Li..... each 50
" Corned—Ham Ngau Li..... 55
" Head—Ngau Tau..... per lb 80
" Heart—Ngau Sum..... per lb 14
" Hump, Salt—Ngau Kin..... 18
" Feet—Ngau Keok..... each 10
" Kidneys—Ngau Yiu..... 10
" Tail—Ngau Mei..... 17
" Liver—Ngau Con..... 12
" Tripe (undressed)—Ngau To..... 7
" Calves' Head and Feet—Ngau-chai-tau-keok..... set \$1.00
" Mutton Chop—Yeung Pai Kwat..... B 23
" Leg—Yeung Pei..... 22
" Shoulder—Yeung Shau..... 20
" Pigs' Chutlings—Chi cheong..... 23
" Brains—Chi Kow..... per set 22
" Feet—Chi Keok..... 12
" Fry—Chi Chak..... 13
" Head—Chi Tau..... 15
" Heart—Chi Sum..... each 9
" Kidneys—Chi Yiu..... pair 7
" Liver—Chi Kon..... 24
" Pork, Chop—Chi Pai Kwat..... 18
" Corned—Ham Chu Yuk..... 18
" Leg—Chu Pei..... 23
" Fat or Lard—Chu Yau..... 18
" Sheep's Head and Feet—Yeung Tau..... 50
" Keok..... set 50
" Heart—Yeung Sum..... each 6
" Kidneys—Yeung Yiu..... 10
" Liver—Yeung Con..... 22
" Sucking Pig, To Order—Chu Chai..... 22
" Suet Beef—Sang Ngau Yau..... 20
" Mutton—Sang Yeung Yau..... 24
" Veal—Ngau Chai Yuk..... 20
" Sausages—Ngau Chai Yuk Tong..... 20

FRUITS.

Almond—Hung Yau..... 24
Apples, (California)—Kam San Ping..... 24
" (Chefoo)—Tin Chuan Ping..... 24
" Small—Hoi Tong..... 24
" Custard—Fai Lai Chi..... 24
" Bananas, fragrant, Canton—Sang Sheng..... 24
" Heung Chiu..... 24
" (brides), Macao—San Heng Chiu..... 24
" Chien-tse, Chinese—Fong Lut..... 24
" Carambola—Yeung Tou..... 24
" Cocoanuts—Yeh Tai..... 24
" Grapes—Sin Tai Tai..... 24
" Lemons, China—Ning Moong..... 24
" Amer.—Kum San Niag Moong..... 24
" Lichees, Small Stone—Lai Chi Con..... 24
" Fresh, Lai Chi..... 24
" Limes, (Sai Gon)—Sai Kung Ning..... 24
" Mango, Manila—Lui Sung Moong..... 24
" Mango, Saigon—Sai Kung Moong..... 24
" Mangosteens, San Chuk Tai per 100 \$3.40..... 24
" Oranges, Tim Chang..... 24
" Small—Tai Kut..... 24
" Mandarin—Tim Kut..... 24
" Olives—Pak Lam..... 24
" Passion Fruit..... 24
" Pears, (American)—Kam San Shut Li B..... 24
" (Canton), Cooking—Sa Li..... 24
" (Shanghai)—Sheung Hoi Li..... 24
" Peanuts, —Fa Sang..... 24
" Perimmons, Large—Hung Chie..... 24
" Pineapples, 1st quality—Sheung Poon..... 24
" Ti Paw Jaw..... 24
" 2nd cooking—Chung-tang..... 24
" Paw Jaw..... 24
" Plateaus—Tai Chiu..... 24
" Plums, Swatow—Hung Lai..... 24
" Pomejo, Siam—Chim Lo Yau..... 24
" Walnuts, Hop Tou..... 24
" Green—Sang Hop Tou..... 24
" Shanghai Lo Kwat..... 24

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ab..... 24
" Chi Chank..... 24
" Beans, (French) Macao—Oh Moon Pin..... 24
" Beans, (French), Shanghai—Sheung Hoi Pin Tau..... 24
" Beans, Sprout—Ah Choi..... 24
" Beans, Long—Tau Kok..... 24
" Beet Root—Hung Chai Tau..... 24
" Brinjals, Green—Cheng Yuen Ker..... 24
" Brinjals, Red—Hung Ker..... 24
" Brassica—Pak Choi..... 24
" Bamboo Shoots—Chook Shun..... 24
" Cabbage, Chinese, com.—Kai Choy..... 24
" Cabbage, Red—Kai Lan Tau..... 24
" Cabbage, (Shanghai)—Yeh Chai..... 24
" Cane Shoots, bunch—Kau Shun..... 24
" Cauliflower, Large size—Tai Yeh Chai..... 24
" Cauliflower, Medium size—Cheung Yeh Chai..... 24
" Cauliflower, Small size—Sai Yeh Chai..... 24
" Carrots—Kam Shun..... 24
" Celery, Chinese—Tong Kan Choy..... 24
" Celery, English—Yeung Kan Chai..... 24
" Celery, White—Pak Yeung Kan Chai..... 24
" Chillies, Dried—Con Lat Chiu..... 24
" Red—Hung Fa..... 24
" Green—Cheng Lat Chiu..... 24
" Curry Stuff, English—Ka Lee Chai Lio..... 24
" Cucumbers—Cheng Kwa..... 24
" Bitter Squash—Fu Kwa..... 24
" Garlic—Suen Tau..... 24
" Ginger, young—Sun Ts Keung..... 24
" old—Lo Keung..... 24
" Horse Radish, Shanghai—Lik Kan..... 24
" Indian Corn—Suk Mai..... 24
" Lettuce—Yeung Sang Choi..... 24
" Water Chestnuts—Ma Tai..... 24
" Mandarin—Kwei Lom Ma Tai..... 24
" Musk Melon..... 24
" Mushrooms, Fresh—Sang Cho Kho..... 24
" Onions, Bombay—Yeung Chung Tau..... 24
" Green—Sang Chung..... 24
" Shai—Sheung Hoi Chung Tau..... 24
" Japan—Yat Poon..... 24
" Okroes—Mo Ker..... 24
" Parsley, English—Yeung Un Sai..... 24
" Gradus Pea..... 24
" Green Peas—Cheng Tau..... 24
" Potatoes, Sweet—Fan Shu..... 24
" Shanghai—Sheung Hoi Shu..... 24
" Taipei..... 24
" Yama—Tai Shu..... 24
" Sage..... 24
" The prices necessarily vary from day to day, and the Sanitary Board has no power to regulate the prices of goods sold at the market.

POULTRY.

Chicken—Kai Chai..... 28
" Capons, Large, Small—Sin Kai..... 30
" Ducks—Ap..... 20
" Doves—Pan Kau..... each 20
" Eggs, Hen—Kai Tan..... per doz. 18
" Fowls, Canton—Kai..... 32
" Hainan—Hoi Nam Kai..... 27
" Geese—Ngo..... 19
" Geese, Wild Shanghai—Sheung Hoi Ye Ngo..... pair 10
" Musk Deer—Wong Keng..... each 10
" Hare—Tu Chai..... 10
" Partridge—Chao Khoo..... pair 10
" Pheasant—Shan Kai..... pair 10
" Pigeons, Canton—Pak Kup..... each 10
" Hoihow—Hoihow Pak Kup..... 5
" Quail—Um Chuan..... 28
" Rice Birds—Wo Fa Cheuk..... dozen 10
" Snipe—Sa Chai..... each 10
" Turkeys, Cock—Fo Kai Kung..... per lb 55
" Hen..... 45
" Wild Ducks, Shanghai, Sui Ap..... pair 10
" Wild, Shanghai, Sui Ap Chai..... 7
" Wild Ducks Canton—Sang Shing Sui Ap..... per pair 10

FISH.

Barbel—Ka Yu..... 9
" Bream—Bin Yu..... 13
" Canton Fresh Water Fish—Hoi Sin Yu..... 14
" Carp—Li Yu..... 18
" Catfish—Chik Yu..... 10
" Codfish—Mun Yu..... 16
" Crabs—Hai..... 16
" Cuttle Fish—Muk Yu..... 13
" Dab—Sa Mang Yu..... 14
" Dace—Wong Mei Lun..... 9
" Dog Fish—Tit Tu Sa..... 8
" Kels, Congor—Hai Man Yu..... 14
" Fresh water—Tam Sui Yu..... 13
" Yellow—Wong Sin..... 23
" Frogs—Tien Kai..... 28
" Garoupa—Sok Pan..... 48
" Gudgeon—Pak Kup Yu..... 12
" Herrings—Tao Pak..... 20
" Halibut—Cheung Kwan Yu..... 24
" Labrus—Wong Fa Yu..... 18
" Loach—Wa Yu..... 10
" Lobsters—Lung Ha..... 24
" Mackerel—Chi Yu..... 20
" Monk Fish—Mon Yu..... 20
" Mullet—Chai Yu..... 24
" Oysters—Sang Hoo..... 20
" Parrotfish—Kai Kung Yu..... 15
" Perch—Tau Loo..... 14
" Pike—Fa Paw Pong..... 8
" Plaice—Pan Yu..... 18
" Pomfret, Black—Pak Chong..... 23
" Pomfret, White—Pak Chong..... 23
" Prawns—Ming Hoi..... 48
" Ray—Fai Pa Sa..... 8
" Rock Fish—Sak Kan Kung..... 14
" Roach—Chun Yu..... 10
" Salmon, (Ore), fresh water—Ka Yau..... 21

